

WHEN DOCTORS DIVERGE

WHEN DOCTORS DIFFER WHO SHALL DECIDE?

History of a Woman who Could not walk for Six Years.

From the Palladium, Richmond, Ind.

Mrs T. E. Osborne is the name of a young lady living at 126 North Seventeenth Street, Indianapolis, Ind. She is the daughter of Dr. William Osburn, one of the most prominent horsemen in Eastern Indiana.

She told our reporter a most interesting and remarkable story. It will interest physicians as it was a most unusual case, and to the various ones who treated her, diagnosed it differently.

"None of the doctors, and I tried all of them," said Miss Osborne, "knew what was wrong with me. Some said I had rheumatism, others admitted they did not know. I was at first taken with pneumonia. One of my feet pained me almost constantly. Then the doctors pronounced it rheumatism."

"Gradually, but steadily, the trouble grew worse until my entire system was involved and I was utterly helpless. Then we changed doctors. No relief came, and we were discharged again. We relied nearly all of the best physicians, and I was taken over by

medicine a fair trial, so they kept on prescribing it."

"I never at the time, so that if any good were to come I would know what had brought it about. Pretty soon a change was noticed. My muscles became more flexible, and I suffered less and less. In five or six months I found I could move my limbs, could lift myself up, and was no longer helpless. I refused to refrain from every other sort of medicine."

"In one year from the time I began the use of Dr. Williams' Pink Pills for Pale People I could walk something all the doctors had decided I never could do again."

"At first, having been helpless for so long I was very nervous, and now my general health is fine, and I feel strong."

"I am well, and have been doing ever since. I took the pills for two years, as I was afraid to stop until I was sure the cure was complete. Before I took them I was unable to get out of bed."

his. Nothing did him any apparent good, and I suffered very much.

"I could not walk, and I became unable to walk. Afterwards I grew worse and was absolutely helpless. Braces were used in the hope of strengthening my limbs so as to be able to walk, but I grew weaker.

"I was completely discouraged and so were my people. My friends gave me up to the, and the doctors, each one of whom at one time or another called on me. One day, noon, all declared that I never could walk again. I had no longer any faith in any doctor or any remedy.

"I could not resist. I called my friends to help me to take Dr. Williams' Pink Pills, but against her will, for she was discouraged.

"She says of the result:

"I could not walk after taking the first box or so, but they asked me to give the

very good."

Miss Osborne was repeatedly questioned as to how she cured herself, and she has often declared it to be because Dr. Williams' Pink Pills for Pale People, as she had been growing steadily worse until she had begun to take the pills, and she had no other means after taking the pills.

Druggists in Richmond now have a large sale of these pills, and it is a frequent occurrence to see a box of Pink Pills for the medicine that cured Miss Osborne.

Dr. Williams' Pink Pills for Pale People are sold in boxes (never in loose form by the doctor) and are distributed by the agents mentioned against numerous imitations sold (in this shape) at 50 cents a box or six boxes for \$2.50, and may be had of all druggists or of the proprietors of "Dr. Williams' Medicine Company, Schenectady, N. Y."

Paul, with headquarters at Omaha. The Colorado and Utah districts came under his pervision.

J. F. Water has succeeded J. F. Constance, agent of the Continental lines at St. Louis. Mr. Constance has been transferred to St. Paul.

George Ristine, receiver of the Colorado railroad, says he knows nothing of the reported consolidation of the road with the Santa Fe.

F. Randolph, president of the Morris and Essex Canal, and land purchasing agent, says he has no knowledge of the matter, which was reported yesterday at Woodburn. P.

W. Lee has been appointed Texas inspector, agent at San Antonio, San Francisco and the Gulf, Colorado & Santa Fe roads, with headquarters at St. Louis.

On Thursday night. The fast freight train arrived at Brightwood at 6:15 p. m. and at 7:30, the cars which carried freight were unhooked at the freight yard. Several in number, were in the city freight transfer depot and at 9:15 p. m. ready to move to the freight yard. The freight cars left at 10:15 p. m. for Brightwood at Terra Haute, Evansville, Crawfordville, Bloomington, and other points.

The Big Four system west yesterday forenoon, twenty-four hours earlier than was usual, was commenced. Mr. Fraser, general agent, says this is but the beginning of the quickening of the traffic.

Should the Joint Traffic Association fail to reconsider its action concerning road rates, the Pennsylvania and the Baltimore & Ohio roads will be forced to raise it. It is stated that the popular Trains 29 and 22 over the Vandalia and the Pennsylvania

The Chicago Great Western has issued a statement from St. Louis, Mo., president of the company, saying he was enjoying himself very much on his second visit to St. Louis. Ingalls is with him.

The Chicago Great Western has issued a statement from Kansas City to Chicago when it is destined to the seaboard for export of 200,000 bushels of wheat.

The Black Diamond express on the Lehigh Valley road was on Tuesday last the fastest train ever run on the road. The train made three stops. The 100 miles were run in 10 minutes.

The Michigan Central for fourteen years has been appointed contracting freight agent of the Pennsylvania Railroad at Chicago, with headquarters at Chicago.

The forthcoming report of the Chicago Board of Trade for the month of March ending with March 31 shows that the market was operated on 99 per cent. of the gross earnings of the board's exhibitors during the previous year.

Cornelius Vanderbilt has returned to New York from his trip to his health and will, on the 1st of March, sail for Europe. President Roosevelt is expected to accompany him, but finds he cannot leave until the 1st of June.

The Great Lakes and Indiana roads are getting Greeks en route to the seaboard from the Northwest. The company furnished a car for the Greeks, who will sail for Greece.

Between St. Louis and New York one hour which will result in no increase of fare of the Pennsylvania Railroad. The Pennsylvania Traffic Association will cut no figure with the Pennsylvania Railroad. The Pennsylvania and Cincinnati, Indianapolis and Chicago roads will cause no change between Indianapolis and New York. The Pennsylvania time trains 20 and 21 are lengthened about 100 miles. The Pennsylvania Railroad is under the Knickerbocker will be run on its present schedule. The Pennsylvania Railroad will be an additional fare required for the faster service and the same will probably be over the Pennsylvania Railroad over the Vandalia and Pennsylvania lines.

The bondholders' committee of the Louisville and Nashville Road, composed of Receiver Jarvis, have completed a thorough investigation of the Louisville and Nashville Road. The committee reports to the friends of the property in the East that the physical condition of the Louisville and Nashville Road is such that it is not necessary to have fought successfully against inundation. The committee reports that it is necessary to make the roadbed in such a condition as to make travel over it absolutely safe. The committee reports that the Louisville and Nashville Road is in such a condition that the deal whereby the company was sold to the Louisville and Nashville Road is generally believed that the Louisville, Evansville & St. Louis road will use the Kentucky Road. The Louisville and Nashville Road, however, this matter will not be settled until the reorganization of the company is completed. The Louisville and Nashville Road is the only road in the country that the company will abandon.

[illegible]

to ascertain the real condition of crops, look on hand and other information.

An official circular announcing the appointment of Thomas G. Smiley as agent for the Lake Shore & Michigan Valley route was received yesterday. It has not been indefinitely settled who will succeed Mr. Smiley as chief clerk of Ford Wood, general freight agent of the Peoria & Eastern. Mr. Smiley will make Indianapolis his headquarters.

Mr. C. I. Lockwood, general passenger agent for the Grand Rapids & Indiana, spent yesterday in the city on official business. He was accompanied by his son, a general passenger agent, who is to give this territory more attention. Mr. Lockwood states that the Peoria & Eastern is making the highest order, both in equipment used and time of trains.

The directors of the Baltimore & Ohio railroad yesterday decided to pass the semi-annual dividend on the Washington division of the system. A semi-annual dividend of \$100,000 was declared in November of last year, and the reasons assigned for the failure to declare another at present are ascribed to the high cost of coal and the way of improvements to roadbed and rolling stock.

The Big Four night transfer business at the freight depot will not be fairly

le, near the upper lakes and in the O. valley.

FORECAST FOR THREE STATES.

WASHINGTON, April 23.—For Ohio: Threatening weather, with showers and thunderstorms; slightly cooler; brisk southerly winds, becoming northerly.

For Indiana and Illinois—Threatening weather, with showers and possibly thunderstorms; slightly cooler; southerly wind.

Local Observations Friday.

Bar. Ther. R.H. Wind. Weather. P.	
7 a. m. 30.11 60 84 South. Fair.	
7 p. m. 32.11 63 83 S. West. Cloudy.	

Maximum temperature, 74; minimum temperature, 55.

Following is a comparative statement of the temperature and precipitation for April:


	Temp. P.
Normal	55 .66
Mean	60 .66
Departure from normal	41 .00
Departure since April 1	68 .00
Departure since Jan. 1	25 .00

*Plus. C. F. J. Local Forecs. Official.

Humors, pimples, boils, are very annoying. Quickly disappear when the blood is purified by Hood's Sarsaparilla.

SILENT SUFFERERS.

Women do Not Like to Tell a Doctor
the Details



The reason why so many women suffer in silence from the multiple disorders connected with their sexual system is that they cannot bear to broach the subject to a man, even if he is a physician.

No one can blame a modest, sensitive woman for this reticence. It is unnecessary in these times, however, for a woman makes to all afflicted women a most generous offer. Mrs. Pinkham of Lynn, Mass. bids every

woman who suffers to write to her and confide every symptom that annoys her, and she will give her advice without charge, and that advice is based upon the greatest experience ever possessed by man or woman in this country, and extends over a period of twenty-three years, and thousands upon thousands of cases. Why suffer in silence any longer?

my sister, when you can get help for the asking? Don't fear to tell her everything.

The case of Mrs. Colony, whose letter to Mrs. Pinkham we publish, is an illustration of the good to be received from Mrs. Pinkham's advice; here is a woman who was sick for years and could get no relief—at last in despair she wrote to Mrs. Pinkham—*—please return a prompt, sympathetic and interested reply.* Note the result and go and do likewise.

"I was troubled with such an aching in my back and hips, and I felt so tired all the time, and had for four years. For the last year it was all I could do to drag around. I would have such a ringing in my head by spells that it seemed as though I would grow crazy. I ached from my shoulders to my feet and was very nervous. I was also troubled with a white discharge. I wrote to Mrs. Pinkham at Lynn, Mass., received a prompt reply and followed her advice, and now I have no backache and begin to feel as one ought; in fact, I never felt better in ten years than I do now. I thank God that I went doctoring with Mrs. Pinkham when I did, for if I had not I know I would have been in my grave."

—MRS. NELLIE E. COLONY, Nahma, Mich.